Carrespondence of the Richmond Dispatch.)
NORFOLK, Feb. 20, 1884.
The report of the Lamb investigating committee is the all-absorbing topic in the city to-day. The Mayor seems to care nothing for the report except the matter of implied defalcation.
The facts in the case are that the Mayor's clerk his brother) was trea-

Mayer's clerk (his brother) was treaourcr of the Board of Police Commis nioners. The clerk died some time ago, and during the late investigation it was ascertained that his account was not salanced. As soon as the matter was reported to the Mayor he overhauled his prother's vouchers and ascertained the deficiency to be \$50. He sent in his check for the amount due, but the com-mittee examined the accounts and reported that the amount due was \$88. They said nothing to the Mayor about the matter, but in their report charged that the Mayor has been guilty of neglect of duty and malfeasance in office. over to the treasurer of the Board \$38.47 received as chairman of the The Mayor made an explanation of the matter, stating that while he was in no way responsible for his bro-ther's acts, he had paid the amount due as he understood it; and thought it very unkind that he should not have been advised of the discrepancy as reported by the committee. The matter was referred to the Finance Committee

tion Company, which was sunk some time ago in Chesapeake bay, has been everhauled and is in port to-day on her arst trip. Another snow fell in this city last

night, making three separate snows within a week-a very remarkable freak of the weather in Norfolk. The steamship Seneca, of the Old Deminion Line, made her last trip from

New York to Norfolk in nineteen hours and twenty minutes.

PETERSBURG'S BUDGET.

Flour from Colorado-Death of Citizens. |Correspondence of the Richmond Dispatch. PETERSBURG, Feb. 20, 1885. A car-load of flour, shipped direct from Denver, Col., to one of our mer-

chants, reached here to-day. It came through without change of cars.

Captain William P. Lacy, formerly chief engineer of the Fire Department in this city, and for many years under the old volunteer system the captain of one of the fire companies of the city, died last evening.

The Rev. John Boswell Spotswood.

who died the early part of this week at New Castle, Del., at an advanced age, was a native of Petersburg, and was a direct descendant of Sir Alexander Spotswood, the colonial Governor of Virginia from 1710 to 1723. He was ordained to the ministry of the Presbyterian Church in 1833, and his first charge was in Sussex county. He very soon removed to the North, how-ever, and has ever since lived there. He has relatives residing here.

There was a smart fall of snow here

cold. It is said that an abundance of ice has been housed throughout this section wherever there are facilities for so

It is expected that a meeting of the stockholders of the Planters and Me-chanics Bank will be held one day next week to take some action in regard to the requirement made of them to pay back the amount of the three last anaual dividends paid them by order of the Board of Directors. ROBIN ADAIR.

DANVILLE.

The Tux-Bill-Petition About Sewers-The Fence Law-Reduces His Own Pay. Cerrespondence of the Richmond Dispatch.

FEBRUARY 20, 1885. At a meeting of the Council yester-day evening the work of preparing the tax-bill for the ensuing year was completed. The bill grants considerable renction in the taxes on business, as, for instance, on licenses and amounts of sales and purchases, and keeps the tax on incomes and on real and personal property at what it was—that is, \$1.35 on every \$100 over \$1,000 on incomes, and on property \$1.35 per \$100 of value for eneral purposes and 15 cents per \$100 for school purposes. The commissioner of revenue thinks the amount of taxable incomes, owing to dullness of busiwess, will be greatly less than it was r the preceding year; and it was generally agreed that the new assessment will increase the value of real estate by

50 per cent. A numerously-signed petition against the system of sewer recently proposed and ordered to be constructed was presented yesterday evening, and the consideration of that subject was made the special order for Monday evening next. It is fair to say that the system adopted was advertised day after day and people were invited to discuss the subject and make their desires known to the Council, and no opposition to it appeared. It is now proposed to have the sewer run along the bottoms and along the branches and creeks, and not along the streets. And it is fair to state that people say that they had not really inacd themselves and prepared for an

expression of opinion.

The supervisors of the county, who have some authority on the subject, are new proposing to give the people an opportunity of voting upon the fence law. As I understand, the vote may be taken at the next general election, out should the vote be for the repeal of the law, then the repeal will not go into effect till twelve months afterwards. Really, however, people did not know there was a fence law, and so the old system of things had not been aban-doned. But on the larger farms, on some of which timber was scarce, the proprietors long ago adopted the cus-tom of having cattle kept under guard—

boys, women, or feeble old men serving to keep the cattle within bounds.

Major Sutherlin, in a letter of the 18th to the Board of Directors of the Danville and New-River Company, says that he has determined to reduce his pay from \$5,000 to \$2,000, the said reduction to take effect from the 1st of March, and the Board adopted a reso-lution of thanks to President Sutherlin, and said that his action is " in the high

and said that he action is "in the high-est degree public-spirited and in keep-ing with his unswerving devotion to the interest of the company."

Rev. Dr. Edwards delivered last night for the ladies of the Mount Ver-non Methodist church his lecture on "The Choice of a Husband," and gain had an interested and interesting

Mr. W. B. Baines, a young merchant of our city, was married on the 18th to Mrs. Alice R. Motley, daughter of our esteemed citizen, Mr. Joseph B. Westbrooks.

for the plumbing, the pool, the win-dows, and the plastering; aml pay therefor something over \$5,000. The seats have been purchased and paid for.

TWO TRAINS TELESCOPE.

A Terrible and Fatal Aceldent at Four-Mile The Washington Post gives the following particulars of the accident which took place on the Washington and Alex-andria railroad Thursday night and which was briefly mentioned in our tele-

which was briefly mentioned in our tele-graphic columns yesterday morning: Train No. 51, on the Virginia Mid-land railway, the fast north-bound ex-press, had left Alexandria on time and was proceeding at a speed of about thirty miles an hour toward Washing-ten. At Four-Mile Run station the double tracks run into each other, so that trains pass on a single track be-neath the culvert of the Alexandria

canal. About 300 yards from the culvert is a signal-lamp, which, when a train reaches it, works automatically and causes the signal-lamp north of the arch to show red, or danger. The system is double-acting, so that a train going south should make the signal-

lamp on the other side also show red.

When the engine of the passenger train reached the southern lamp it was displaying white. The engineer, therefore, continued on his way. His locomotive had hardly emerged from the culvert-tunnel when it collided with the south-bound freight train, No. 205, of the Baltimore and Potomac railroad. The tunnel is situated in a hollow, and for a report. The Councils will in all prebability censure the Mayor for his charges against the police.

The Councils will in all the freight train was coming down the grade at full speed, the tracks being so The steamship Decatur H. Miller, of slippery with ice and snow that it the Merchants' and Miners' Transportation is doubtful whether the engineer could have even controlled his train. The two trains came together with a terrific crash.

The two locomotives rose almost upward in the air in the form of an in verted V. Cars piled up on each other in indescribable wreck, and it was hardly a moment before the trains were in a blaze. The freight cars were filled with paper, oil, hay, and other inflammable material, beside general merchandise, and in the utter impossibility of extinguishing the fire the flames spread rapidly. It was not long before the reflection filled the sky with such distinctness that it could be seen in Washington.

In the mean time the officials of the trains who were not killed or injured moved back out of danger the cars which had not yet caught, and then passengers and train-hands formed themselves into an impromptu band of relief and attacked the burning and wrecked cars. The heat was intense, and a strong wind made the flames roar like a fur-

The Midland train had consisted of a a smoking-car, a passenger-coach, and two Pullman sleepers, in the order named. The first four cars were found to be entirely wrecked and the entire postal-service crew of the mail-car were cut out of their car in a more or less injured condition. The first dead man reached, and he was found underneath n car which had to be cut away, was Conductor Augur, of the freight train. Soon afterwards another dead body, that of Thomas Downing, fireman of the passenger, was found by some exthis morning, and the weather is very press agents and taken to one side of the track.

the tunnel, and when Post reporters reached the spot the house had the aupearance of a hospital. The cars were then burning briskly, and the dazed train-men were watching the destruction and impossible to do anything to save the fast-consuming property.

It did not take many minutes to obstated as follows:

of the freight train, about thirty-eight | up. None of the freight-cars were de- | which was to have been held in New years old, married; lived in Alexan-dria; Thomas Downing, fireman pas-on the tender of the engine, and the ex-will be held in Brooklyn on the 9th day senger train; George Freer, engineer press-car, which was next to it, was of September, 1885. The change was freight train : Fireman Maloney, of the freight train; Brakeman Steward.

Injured: John Bruce, engineer of passenger train, seriously injured; T. badly wrecked, but neither of the other W. Jones, chief clerk of the postal-car, three coaches was at all damaged. injured about the head and body; W. Bruce, the driver of the passenger en-A. McNeal, mail agent, injured about the head; C. T. Stewart, postal clerk; down the embankment, and was picked J. T. Frane (colored), postal clerk; up in an insensible condition by the train Thomas Gaylor, mail-weigher, injured | hands several feet away from the track.

one freight-cars and four new passen- passenger train, seems to have been ger-coaches, just built for the Midland freight-cars were entirely destroyed. There were two messengers in the exwith their contents. Of the passenger | press-car. One of them-R. H. Deltrain, the baggage-car, express-car, lett-was thrown clear of the embank-postal-car, and smoking-car were also ment and on to the ice-covered river, entirely destroyed, with their respective | twenty feet distant. He picked himself had been opened just before the accident, in order that some packages might be placed in it, and the flames made vuins of the express-car. The postalsuch rapid headway that the express clerks were jammed up in the wreck of agents could not close it. Its contents their car, and Gaylord, the mail-weigh-

stated that he was arranging freight trunks in when the crash came and the car was splintered from the top, and the first recollection he had was finding himself of the passenger train. It is thought He scrambled to his feet and heard his partner, R. O. Stone, in the express-car by the force of the concussion. He were glad to discover that they escaped engine, seems to have stayed at his with a few scratches on the face and post until the engines crashed together. There must have been oil in the forward cars of the freight, he drawn out from under his engine. The thought, because a stream of fire ran body of his fireman, Maloney, is supinto the forward cars of the Midland posed to have been burnt up in the train and set them on fire. Neither of the express-messengers waited to ascertain the extent of the damage, but took | beside the wreck of the passenger train the first train back to Washington.

Health-Officer Townshend was sent Another brakeman for and came to the National Hotel to his toes cut off. attend the injured men, but found his services were not necessary.

Mr. I. Baum, one of the passengers officials say the collision on the Virginia on the Midland train, said that the Midland railroad last night caused the pulled out from Alexandria. The conductor was taking up tickets in the car adjoining the smoker, and had just destroyed thirteen through-registered completed the first three or four seats mail pouches coming from New

Latest from the Scene of Collision. The latest report from the scene of the collision at Four-Mile Run makes it certain that four men were killed in the accident, with the probability that one other, who is missing, is buried under the wreck. The killed are all train-hands, and are: Thomas Westbrooks.

The Building Committee of the Bapist church has so far contracted with
Danville firm of builders for the comletion of the wood-work (the steeple |
Freer, of Washington, engineer of lenta, Ga., morning of the 18th; Dan-

ger train, who had one of his legs ban-ly injured, had a finger cut off, and is generally badly bruised; Richard O. Stone, of Baltimore, express-messenger, seriously injured about the body; Gay-lord, mail-weigher; Jones, Stewart, McNeal, and Francy, postal-cierks, and a brakeman on the freight train, whose name could not be learned.

None of the passengers were seriously injured, though several were badly

shaken up and received slight bruises. among the latter being Rev. Dr. Bliss, of Philadelphia, who was cut about the

THE CAUSE OF THE ACCIDENT is not yet clear. It occurred just north of the viaduct which carries the Chesapeake and Ohio canal across the Baltimore and Potomac railroad track. The line has a double track up to within 200 yards on either side of the viaduct, but only a single track runs under the arch of the viaduct. Trains leave the double track on either side by auto-matic switches, which work two sets of signal-blocks-one on each side of the viaduct. The rule upon which trains are run at this point is that the train which first strikes a signal-block has the right of way. When one train strikes the switch a red light is shown to any train approaching from the opposite directions. As the trains came together on the single track just about half way between the blocks it is supposed that they must have struck the termini of the switch at about the same

Engineer Bruce, of the passenger train, says that, when he struck the switch the signal was that the line was open. He says that as his train passed on the single track he saw the head-light of the freight, and that train ap-peared to him to be at a stand-still. There is a dip in the track just at the point where the accident occurred, and railroad-men who have been at the scene express the opinion that owing to the light snow on the track the engineer of speed of his train in time to prevent the with reference to the reception ollision. The passenger train was the through mail from Danville, and consisted of an engine, express-car, mailcar, baggage-cars, smoking-car, one day-passenger coach, and two sleepers. It was in charge of Pilot C. S. Bennett, of Alexandria, and the passengers were in charge of Conductor J. T. Wilkins, also of Alexandria. There were about seventy passengers on board.

AN HOUR AND A HALF LATE. The passenger train was due in Washington at 10:25 P. M. It left Lynchburg an hour and a half late, but baggage-, an express-, and a mail-car, made up the time on the way, leaving Alexandria, four miles south of the scene of the accident, twenty-five minutes late. It was making time when the collision occurred, and was running about forty miles an hour.

The freight-train consisted of about twenty cars, two of them laden with oil, and the others with general mer-chandise. Within a few minutes from the time the collision occurred the wreck took fire from the-engine, and all the freight cars and broken cars of the passenger train were burned up. The passengers assisted the train-men to push the passenger coaches back out of dan-The wounded and the dead body of ger. The contents of the express-car Augur were taken into the house of were totally destroyed, and the two Thomas Taylor, immediately adjoining safes which it carried were so badly injured by the fire that it is supposed their contents are destroyed. It is not known what the Express Company's loss will be, but it is supposed to be car held

A GENERAL SMASH-UP. gines reared up and fell ever, one on each | the smashed into splinters under the bag-gage-car, which came behind it and which ran up over it. The smoker was He says he don't know how he got out The freight train consisted of thirty- of the cab. Darley, the fireman of the killed instantly. Only a portion of his Railway Company, and being taken to body was recovered, and that was taken Alexandria. Twenty-seven of the from under the boiler of his engine. contents. The safe of the express-car up, not seriously hurt, and, coming were therefore burned. Both engines, er, had to be cut out, he having been being in the very centre of the burning caught in the wreckage. Lemuel pile, are completely destroyed. Robey, the baggage - master, es-Express - Messenger R. A. Dellett caped uninjured, although fifty-odd in the water just outside the tunnel. that he was on top of one of the forcalling for help. He went to his assist- died a few minutes after he was picked ance and soon extricated him, and both up. Freer, the driver of the freight-His remains, scarcely recognizable, were

THE LOSS OF MAIL MATTER. WASHINGTON, February 20 .- Postal officials say the collision on the Virginia crash took place shortly after they largest loss of mail letters of which there is any record in the Department. The completed the first three or four seats when the trains came together.

None of the passengers were hurt, but all were badly shaken up, and a young lady ca route for Baltimore spramed her ankle by jumping out of her berth. The three forward cars of the passenger train—smoker posts!

destroyed thirteen through-registered mail pouches coming from New Orleans, Mobile, and other points in the South, and destined for Washington, New York, and eastern cities. These pouches are known to have contained money and valuables, but to what amount cannot yet here. the passenger train—smoker, postal, and baggage—were wrecked, and the occupants of the smoker were congratulated on their narrow escape. letters taken up for delivery along the line and not enclosed in pouches. The ordinary mail lost is supposed to have come from Louisiana, Texas, Mississippi, Alabama, parts of Georgia and South Carolina, and points in Virginia. New YORK, February 20.—Among the mails burned at the railroad accident last night between Washington and Alexandria which were destined

wreck of the engine. Stewart, brake

man on the freight, was picked up from

still living, but died in a few minutes

Another brakeman on the freight had

the freight train, and Stewart, of Washington, brakeman on the freight train. The missing man is Thomas Maloney, of Washington, fireman of the freight train, who is supposed to be buried under his engine.

The seriously injured are John Bruce, of Alexandria, engineer of the passenger train, who had one of his legs badly injured, had a finger cut off, and is southern Alabams. Lynchbure and southern Alabams and indicate the seriously injured, had a finger cut off, and is southern Alabams. Lynchbure and southern trains that is taking from your system all its former elasticity, a driving the bloom from your cheeks; that continual strain upon your vital forces, rendering you tritiable and freight, can easily be removed by the use of that marvellous of the serious properties. morning of the 19th; Chattanooga, Knoxville, and offices on the East Tennessee, Western North Carolina, Northern Georgia, and Alabama railroads on the 18th, and Southern Alabama on the 17th. Pouches containing registered matter from Houston and southern Texas. Montgomery and middle and southern Alabama, Lynchourg and southern and western Virginia, and Chattanooga and middle and southern and western Virginia, and Chattanooga and middle and southern remeasee formed a part of the burned mail.

> Another Fatal Accident on the Ratt. [By telegraph to the Dispatch.] CINCINNATI, February 20 .- As the Ohio and Mississippi passenger train, east-bound, was leaving North Vernon, Ind., this morning it encountered a bro-ken rail. The entire train passed over the rail in safety except the rear sleeper bound for New York, which was thrown down an embankment and wrecked. It had only three passengers aboard. The car was broken in halves. E. P. El-dridge, a passenger, was killed instantly, and a colored porter named Carroll, of Baltimore, died shortly after the accident. Late this afternoon another dead body was taken from the wrecked sleeper. It was found to be --- Plaup.

> > Conflict of Authority

of St. Louis.

The fight over the coupon question is likely to result in some very grave complications - nothing less than a direct conflict of authority between the Federal judiciary and the State officials.

Judges Bond and Hughes, Mahoneites both, be it remembered, have undertaken to override the law of the State
forbidding the reception of coupons in

The Parents, Rochester, N. Y. forbidding the reception of coupons in payment of taxes and license, except under certain specified conditions which practically excludes them from being thus used. The order of the court requires that coupons shall be received for licenses of all kinds and from ony applicant, thus, not only annulling the law of the State, but actually usurping the prerogatives of the State courts in determining who shall have licenses. But Governor Cameron. who formerly was known as a strong defender of the doctrine of State rights. has met the question squarely and issued an order requiring all the State officers the freight was unable to check the to obey literally the laws of Virginia coupons. The judges of the Federal court will of course proceed against the Auditor, Treasurer, etc., for con-tempt of court, and punish them by fine and imprisonment. Governor Cameron will of course sustain the rights of the State, and hence we have the prospect before us of a very lively time. the least significant fact connected with this affair is that for once the Whig and plication to Dispatch are in full accord in sustaining the action of the Governor .--Wytheville Dispatch.

General Wolseley and Party.

To the Editor of the Dispatch: Your correspondent "Belle Plain," in yesterday's issue, referring to General Wolseley and party's visit to the camp of General Lee, speaks of them as "this party of English gentlemen." It seems to me, as two of the three mentioned (General Wolseley and Mr. Leslie, M. P.) are Irishmen, they might of Irish gentlemen. England is a great absorbent, no doubt; but, nevertheless, "GIVE THE DEVIL HIS DUE."

This wrong-this trouble-this dangerous conflict, is not in any way the act, or suggestion, or the work of the Democrats: and it is an outrage upon every Democratic Readjuster in the State. We do not see that Governor Cameron can do otherwise than as he has done. If Judges Hughes and Bond heavy. The Express Company is now can imprison the Auditor they can the heavy. The Express Company is now making inquiries to ascertain what the making inquiries are making inquiries as the making inquiries and the making inquiries are making inquiries and the making inquiries are making inquiries as the making inquiries are making inquiries as the making inquiries are making inquiries as a second in the making inquiries are making inquiries as a second inquiries are making inquirie

According to an announcement made by the president, Hon, A. M. Keilev. Killed: Andrew Augur, conductor side of the track, completely smashed the Irish Catholic Benevolent Union, made so that their convention might be held at the same time and place with that of the German Catholic Central

It seems to us that the bill which has been offered by Mr. Dorsheimer, a Democratic representative from the city of New York, ought to be accepted as a satisfactory compromise of this vexed question, since it will tend to increase the constitutional currency of the country, rid us of the light-weight silver dellar, and toul to being add to the constitution of the light-weight silver dellar, and toul to being add to the constitution of the country. dollar, and tend to bring gold out of the HENRY C. JONES, D. D. S. Treasury and put it in circulation .-- , Lunchburg Virginian.

TWIN FOES TO LIFE

are INDIGESTION AND CONSTIPATION. Their primary symptoms are among the most distressing of mimor human ailments and a host of discases, speedily resultant from them, mutually argravate each other and assail at once the whole machinery of life. Nausea, Foul Breath. Sour Stomach. Dizziness, Headaches. Billous Fever, Jaundie. Dyspepsia, Kidney Discases, Piles. Rheumatism, Neuraigia, Dropsy, and various Skin Disorders, are among the symptoms and maladies caused by derangement of the stomach and bowels.

A THOROUGH PURGATIVE A THOROUGH PURGATIVE

medicine is the first necessity for core. Then the cathartic effect must be maintained, in a mild degree just sufficient to prevent a recurrence of costiveness and at the same time the liver, kidneys, and stomach must be stimulated and strength-AYER'S PILLS

accomplish this restorative work better than any other medicine. They are search-ing and thorough, yet mild in their purga-tive action. They do not gripe the patient, and do not induce a coative reaction, as is the effect of other cathartics. Withal, they possess special properties, diuretic, hepatic, and tonic, of the highest medicinal value, and ABSOLUTELY CURE

ABSOLUTELY CURE
all discusses proceeding from disorder of the
digestive and assimilatory organs. The
prompt use of AYEE'S Piles to correct the
itst indications of costiveness averts the
serious illnesses which neglect of that condition would heavitably induce. All irreguness as well as constipation—are beneficially
controlled by AYEE'S Piles, and for the
stimulation of digestive organs weakened
by long-continued dispepsia one or two of
AYEE'S PILES daily after dinner will do
more good than anything else.

LEADING PHYSICIANS CONCEDE

LEADING PHYSICIANS CONCEDE that AVER'S PILLS are the best of all cathar-tic medicines, and many practitioners of the highest standing customarily prescribe

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Waukesha, delivered in any part of the
world. The demand for the celebrated
water by our leading families as a regular
drinking water is daily increasing. Invaluable in all kidney and liver difficulties. For
sale by leading druggists, sample-rooms,
grocers, or direct from spring in barrels,
halves, and glass bottles. Address
T. H. BRYANT.
no 8-Sa.TudThly Waukesha, Wis.

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ERS. RICHMOND. VA.—A full stock of LANDAUS, LANDAULETTES, VICTORIAS, PHAETONS, BUGGHES, &c. Any style vehicle built to order. REPAIRING done in the very best manner and at lowest prices. A few SECOND-HAND VEHICLES very chesp.

foundly grateful and show such an intere

was affected with kidney and prinar Trouble—
"For twelve years!"
After trying all the doctors and patent medicines I could hear of, I used two bottles

of Hop
"Bitters."
And I am perfectly cured. I keep it
"All the time!"
Respectfully.
B. F. Boots.
Saulsbury, Tenn., May 4, 1883.

BRADFORD, P.A., May 8, 1875.

It has cured me of several diseases, such as nervousness, sickness at the stomach, monthly troubles, etc. I have not seen a sick day in a year, since I took Hop Bitters.

All my neighbors use them.

MRS, FANNIE GREEN, \$3,000 LOST.

"A tour to Europe that cost me \$3,000 done me less good than one bottle of Hop Bitters. They also cured my wife of fifteen years' nervous weakness, sie-plessness, and dyspepsia," R. M., Auburn, N. Y. Se, Bloomingville, O., May 1, 1879. Sir.—I have been suffering tenyears, and I tried your Hop Bitters, and It done me more good than all the doctors. Miss S. S. Hoone.

BABY SAVED.

We None genuine without a bunch of green Hops on the white label, Saun all the vile, poisonous stuff with "Hop" or "Hops" in their name, fe 3-Tu.Th(w &Salm

REAL ESTATE AT PRIVATE SALE. SPECIAL NOTICE.

The monthly suplement of RICHMOND PROGRESS will be published MARCH 1st and widely distributed. Our paper is consulted daily by parties wanting real estate. If you wish to sell send us a description, and it will be inserted free of charge, when desired, so world as not to be identified and

Amor a except to bonn-fide purchasers.

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WELL-BUILT BRICK RESIDENCE
at the southwest corner of Nineteenth and
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Also, that EXCELLENT FOUR-STORY
BRICK DWELLING NO. 1420 east Franklin street, containing ten rooms.
Also, that LARGE AND COMFORTABLE
BRICK DWELLING NO. 2311 east Franklin
street, containing ten rooms besides destreet, containing ten vooms besides de-tached kitchen. This house has been re-rently put in first-rate repair.

The above houses are now occupied by ex-cellent tenants at fair rents, and offer good investments. A bargain can be had by ap-plication to JOHN T. GODDIN.

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CHINA, GLASSWARE, &c. SUN LAMP, WITH ALL THE IMor PROVEMENTS: 1st. Brilliancy being equal to lifty sperm candles. 2d. Economy—this great volume of light costs one third of a cent per hour. 3d. Take the ordinary chimney. 4th. Never breaksor smokes the chimney. 5th. Perfect safety. Being made of briss. cannot break if it fails. Those lamps are made in best manner, in briss and nick-boite, and warranted not to leak. and nickel-pinte, and warranted not to leak.
One lamp will light a room of ordinary size
so that reading and sewing can be done in
all parts. GEORGE GHSON, Jr.,
fe 20 1207 Main street.

I now have on hand a few PLATE-WARMERS

AND COAL-VASES that I will sell REGARDLESS OF COST. E. H. TAYLOR, 1011 Main street.

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AND OTHER LAMPS.

TOILET-SETS in great variety. HOUSEKEEPING ARTICLES.

THOMAS JACKSON,

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Dy 15-red JOHN MAHONY,

3.500 BARRELS FRESH ANLAND LIME; 2811 barrels FRESH IMPORTED PORTLAND, JAMES - RIVER
and BOSSENDALE CEMENTS, 955 barrels
FRESH CALCINED PLASTER OF FLASTELPARIS, FINE MARBLE DUST, SAVAGE FIRE-BRICK and CLAY, LATHS,
CATTLE HAIR, WHITE SAND, 4c,
WARNER MOORE,
foot Seventeenth street, south side Dock,
large and Ground Plaster, Suma, and

foot Seventeenth street, south side Dock, Lump and Ground Plaster, Sumac, and Bark. fe 13

2,500 BARRELS ROCKLAND and INDIAN ROCK LIME; 2,500 BARRELS ROSENDALE and PORTLEAND CEMENT also, CALCINED PLASTER, MARBLE-DUST, WHITE SAND, COW HAIR, LATHS, SASH, BLINDS, and DOORS, and all other builders and paluters' materials. For sale low, by ROBERT WENDENBURG. No. 808 Main, and 1407 and 1409 Cary fe 8-2w

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WORLD.—For thirteen years I have had the BEST OYSTERS in this city, and in all that time I have had no better oysters than those I have on hand at the present time. They are served in every style at my Ladies' and Gentlemen's Partions. Nos. 217 and 219 north Eighth street, and sold by the measure corner Eighth and Broad streets.

JOHN MURPHY, fe 1

Propriete.

OT-BED SASH! HOT-BED SASH! IN ANY QUANTITY. WINDOWS, BLINDS, DOORS, GLASS, COLORS. VARNISHES, BRUSHES, &c., HINSWANGER & CO., 1427 Main and 210 Broad street, 3-codum

SASH, BLINDS, DOORS, &c.

LONT. STRAYED. AND FOUND. STRAYED FROM MY PENSON On Sunday night last, ONE ME-DIUM-SIZED COW, with tar marks on both runns. A liberal reward will be paid for any information of her. B. A. BRAUER. Stall No. 29, First Market. or 2223 Venable street.

EDUCATION . L. DROFESSOR DUPIN DES VAS

TINES graduate of University of Paris.
Class of FRENCH LANGUAGE for ladies and sentlemen MODAY, WEDNESDAY, and FRIDAY, at 6 o clock P. M. Eight dollars for the session. 613 Broad street.
fe 21-11

-AUCTION NALES-This Day.

HIGH-CONSTABLE'S SALE OF SAUSAGE-WACHINE AND POWER-I will sell at public auction on SATURDAY, FERRUARY 21, 1885. at 1 o'clock P. M., at No. 722 west Cary street, the following PROPERTY to satisfy a distress warrant in my hands in favor o Christina Frick, executirs, ec. D. Octorsto wit. NE SAUSAGE-MACHINE AND POWER. TERMS: Cash. E. C. GARRISON, High Constable City of Richmond.

RICHMOND BAZAAR, Nos. 1438 AND 1440 FRANKLIN STREET. Our regular sale will commence

TO-DAY
at 10 o'clock, when we will offer a number of
ENCELLENT HORSES, MULES, BUGGIES, WAGONS, &c.
We name:
1 SHORT-HORN COW with CALF by her
side by a thoroughbred Jersey bull. This
cow is a large milker and perfectly gentle.
1 THOROUGHBRED DEVON COW, with
young CALF (large milker, gentle). Sold
for no fault.
1 PURE JERSEY COW—gives a large quantity of very rich intik and is a beautiful
specimen. ONLY ONE DOLLAR

TO
NEWPORT'S NEWS, NORFO X, AND
PORSTMOUTH.
AND ONLY DIRECT ROUTE WITHOUT
TRANSFER OR CHANGE OF ANY KIND.

Second-class tiekets still lower.

VIRGINIA STEAMBOAT COMPANY'S
JAMES-RIVER LINE
FOR NEWPORTS NEWS. NORFOLK,
PORTSMOUTH AND JAMES-RIVER
LANDINGS DIRECT.
CONNECTS AT NORFOLK CLOSELY
WITH BAY LINE
FOR OLD POINT. BALTIMORE. AND
THE NORTH SAME AFTERNOON.
AT NEWPORT'S NEWS WITH STEAMER
ACCOMAC FOR SMITHFIELD.
AND AT CLABEMONT WITH ATLANTIC
AND DANVILLE RAILROAD FOR
WAVERLY AND ALL STATIONS. specimen.
1 GOOD BROOD MARE nine years old—a good saddle animal.
E. B. COOK.
Auctioneer. AUCTION SALES-Fature Days. By Jas. Macdougall, Auctioneer, 1324 Main street.

SURATOR'S SALE OF HAND-CURATOR'S SALE OF HAND.
SOME HOUSEHOLD AND KITCHEN
FURNITURE, &c.—By virtue of an order
of Richmond Chancery Court in the suit of
Martha M. Nettler's curator és. Fannic G.
Eastourn, entered February 49, 1885, I will
sell at auction, at No. 21 Fourteenth street,
between Main and Franklin streets (under
Exchange Hotel), on

WEDNESDAY, FEBRUARY 25, 1885. at 10% o'clock A. M., the following desirable HOUSEHOLD AND KITCHEN FURNI

HOUSEHOLD AND KITCHEN FURSTURE:
FRENCH-PLATE MIRROR,
MAHOGANY BOOK-CASE,
MAHOGANY WARDROBE,
ROSEWOOD CELARET.
MAHOGANY BUREAU SHORD SHORD ROSEWOOD BELSTEAD,
ROSEWOOD BELSTEAD,
FEATHER-BEDS,
HAIR-AND SHORD SHORD CHAIRS,
MAHOGANY PARLOR CHAIRS,
MAHOGANY PARLOR CHAIRS,
COTTAGE REDSTEAD,
ROSEWOOD ETAGERE,

COTTAGE REDSTEAD.
ROSEWOOD ETAGERE.
WALNUT HAT RACK,
MAHOGANY DIVAN,
1 SEWING-MACHINE.
COOKING-STOVE and UTENSILS.
REFRIGERATOR. &c.
all other articles too numerous to mention
The attention of parties desiring to put
hase good and substantial furniture

alled to this sale.
TERGS: Cash. FRANK D. HILL.
Curator Martha M. Nettles, deceased.
Sale by JAS. MACDOUALL, Auctioneer.
fe 21

HIGH-CONSTABLE'S SALE RNITURE, BILLIARD-TABLE, MAR-BLE-SLABS, SAUSAGE-STUF-FER. &C. will sell at public auction on

MONDAY, PERRUARY 23, 1885

MONDAY, FEBRUARY 23, 1885, 10 o'clock A, M. at my office, No. 1306 t Franklin street, the following property satisfy sundry write in my hands: WARDEODES, BUREAUS, WARDEODES, BUREAUS, WASHSTANDS, ROUND-TABLES, BEISTEADS, MATTRESSES, CANE, and WOOD-SEAT CHAIRS, ROCKERS, LOUNGES, LOOKING-GLASSES, CLOCKS, TRUNKS, PRUTURES, WINDOW, SHADES, WINDOW-SHADES, LEAF-TABLES, HEATING-STOVE

BOOK-CASE SCRAPPING-MACHINE GRINDSTONE CIGARS DEMISSIONS DECANTERS BAR-SCREEN, &c., &c. SHOW-CASES,
MARBLE-SLABS suitable for but-ners
SAUSAGE-STITFER, and
BILLIARD-TABLE not complete.
TERMS: Cash. E. C. GARRISON.

By George W. Mayo, Auctioneer. no. E. Laughton, Jr., Salesman, No. 26 Ninth street.

CATALOGUE SALE OF THE LAW-LIBRARY OF THE LATE JUDGEASA D. DICKINSON AND

OTHERS, A LARGE ASSORTMENT OF MISCELLANEOUS BOOKS BELONGING TO THE ESTATE OF ALEX, MCRAE, DECEASED, AND OTHERS, to be sold at my ancionshouse, No. 26 Ninth street, on

TUESDAY, THE 24TH INSTANT. at 4 o'clock P. M.

The collection embraces many valuable books worthy the attention of the profesfe ul

SHERIFF'S SALE.

10,000 CIGARS
LOT TABLES. LOT MOULDS.
1 PRESS and 1 MACHINE.
LEWIS P. WINSTON.
fe 20 Sheriff city Richmond.

By Quaries & McCurdy. Real Estate Auctioneers and Brokers.

General Southern Agent, Office Rocketts, W. P. CLYDE & CO., no 80 General Agents, TRINIE'S SALE OF A SMALL
FARM OF FIFTY ACRES, WITH
FRAME HOUSE OF TWO ROOMS, SITUATED ON THE DARBYTOWN OR
CHARLES-CITY ROAD, ABOUT EIGHT
MILES EAST OF THE CITY OF RICHMOND AT AUCTION—In execution of a
certain deed of frust from John C. Mctornick to the undersigned as frustee, bearing
date on the 16th day of February, 1874, and
dnly recorded in the clerk's office of Heurico
County Court, I will offer for sale the REAL
ESTATE conveyed by said deed at Rearieo
county courthouse on
THURSDAY, FEBRUARY 26, 1885. THURSDAY, FEBRUARY 26, 1885.

THURSDAY, FEBRITARY 26, 1885.

at 12 o clock, being required so to do by the holder of the note secured by said deed of trust, default having been made in the payment of the same.

TERMS: Cash as to the cost and expenses of said and sufficiency to pay off a note of Saco, with all interest which may be due thereon; balance upon terms to be given at saje.

W. F. G. GARNETT, 18.

Trustee.

WANTED CHRISTIAN MEN AND WOMEN TO SELL OUR CHILD'S HILL'S, with an introduction by Bay. B. R. Vincent, B. D. tine Woman sold 51 in IFENTIST.

(formerly Wayt & Mahony.)

OFFICE: 625 Main street, between Sixth and Seventh Richmond, Va. oc 1-eod

H. Vincent, D. D. one woman sold 51 two weeks one 90 in two small towns, on man 40 the first four days among stranger once 65 in a town of 674 people one 73 in, village of 784. Give previous business experience. Send this, USSSELL, & CO. Limited, 822 Broadway, N. Y. Te 21-cod31

WANTED. A POSITION BY A
YOUNG MAN of some experience in
business and office work. Mercantile house
preferred. Occupation more an object than
compensation. Can give unquestioned refences. Address
It 21-col32* APPLICANT.
Dispetch office. WANTED, A PLACE BY

YOUNG MAN IN LEAF DEPART MENT IN TOBACCO FACTORY. Three years experience. Address "P. T. S., ear P. H. Mayo & Brother. WANTED, TO RENT A HOUSE WANTED, BY YOUNG ENGLISH-

MAN, a position as SHORTHANI CLERK or as REPORTER. Is a good work-er and experienced as both. Moderate pa-Excellent credentials. Address. STEAU-GRAPHER B., Diepatch office. fe 20-31. WANTED. TO CORRESPOND with reliable Richmond houses who would like to be represented in Atlanta. Ga. Reference exchanged. Address A. B. C. No. 9 Bouston street, Atlanta, Ga. fe 20-31* WANTED, BY A GRADUATE OF medicine, a CLERKSHIP in a drug-store. Good references given. Address Dr. J. B. (care J. M. Brooking). Dawsonsville, Greene county. Va. fe 14-2w

WANTED. LADIES AND GENTLEMEN in city or country to take
light work at their own homes—13 to \$4 a
day easily made; work sent by mail; no
canvassing. We have good demand for our
work, and furnish steady employment. Address, with stamp, CROWN MANUFACTURING COMPANY, 294 Vine street, Cincinnatt, Ohlo.

MY EMILENDS DA WANTED, MY FRIENDS, PA-

W ANTED, AT TROMS and the public generally to know that I have REMOVED from 1519 Main street to my NEW STORE, 1437 and 1439 Main street.

Sign: Illuminated Glass Boot.
18 29-eodlm WANTED, TO BUY FOUR OM-

W ANTED, TO BUY FOUR OMNIBUSES, FOUR TWO-HORSE
TRUCKS, TWO SPRING-DRAYS, and TEN
YOUNG MULES, State price and where
to be seen. Address

fe 19-codst

W ANTED, TO SELL A COMPLETE JOB-PRINTING OFFICE,
centrally located, and doing a good business. Farticulars and reason for seiling
given on application to
MANNING C, STAPLES & CO.,
fe 10-cod6t

11043/Main street.

BOOK AND JOB WORK NEATLY LOS APPLY TO THE PROPERTY BROTHERS, Richards apply to GENTRY BROTHERS, RICHARDS apply to GENTRY

BAILBOAD LINES.

Correspondingly quick time to other points. Through bills of lading issued at low rates.

C. A. TAYLOR.

Jy 1 General Freight Agent.

DEPARTURE OF STEAMERS.

ONLY \$1.50 TO OLD POINT COMFORT, ONLY 75c, TO CLAREMONT, Second-class tickets still lower.

ONLY ALL-WATER ROUTE,

JAMES RIVER BY DAYLIGHT.

SHIP COMPANY.

FOR NEW YORK.

fe 21 Company's Wharf, Booketts.

ALL INTERMEDIATE LANDINGS.

Fare \$8.
For further information, apply to
J. W. McCARRICK,

For further information, apply to W. O. KNIGHT, Agent

D. J. WEISIGER, Soliciting Agent.

JOSEPH W. LAUBE,

MONEY TO LOAN.

FINANCIAL. MERCHANTS NATIONAL BANK,

Loans made on Diamonds, Watches, Jeweiry, or other personal valuables; Flancs or Furniture in use. Also, advance money on salaries. Address ja 22-1m* Post-office Box 194.

FOR RENT.

WE ARE REQUESTED BY the present occupant to offer FOR ERENT the COSY AND DESIRABLE RESIDENCE which he now occupies. No. 720 north Twenty-fifth street. Five rooms, kitchen, &c. To any one wishing a nice Bonne at a small rent this offers a good

Bome at a small rent this offers a good chance.

WILLIAM H. LYNE & CO.,
fe 19-3t

1113 Main street.

SPANISH JACK FOR SALE.

.. DEOPLE'S LINE,"

THE PERSON NAMED IN RICHMOND, FREDERICKSBURG RICHMOND AND DANVILLE AND POTOMAC RAILROAD. PHROUGH ALL-HAIL PAST-FREIGHT LINE TO AND FROM BALTIMORE, PHILADELPHIA, NEW YORK, AND EASTERN AND WEST-ERN CITIES. SCHEDULE IN EFFECT OCTOBER 12.

ONLY TWELVE HOURS BETWEEN RICHMOND AND BALTIMORE IN EACH DIRECTION.

CAVE RICHMOND.

(Through-Passenger—Mail, dal.

ly)—For all stations between
Richmond and Danville conmeeting at Greensboro for Raleigh, Goldsboro', and Saleigh, Goldsboro', and Saleigh,
Branch points; Fayerteville and
all C. F. and Y. V. local points
and at Charlotte for Columba
and Southeast, also for Atlana.

New Orleans, and Southwest.

Pullman Sleeper, Richmond.

LEAVE RICHMOND

and Southeast, also for Atlanta,
New Orleans, and Southeast,
Pullman Sleeper Richmond
to Danville, Danville to Angusta, without change, and
Danville to New Orleans, with
out change, and Through Fassenger, daily—
Stops at all stations, connecting
at Reysville for all points on the
Richmond and Mecklemberg
railroad daily, except Sunday,
Greenshoro for Salem Branch,
at Salisbury for W. N. C. R. It
stations, at Atlanta for Jackson,
ville, Fia., New Orleans, and
Southwest,
Pullman Buffet Sleeper Danville, Fia., New Orleans, and
Southwest,
Pullman Buffet Sleeper Danville to Atlanta,
except Sunday—connects at
west Point Tuesdays. Thus,
days, and Saturdays as
steamer "Danville" for the
loak, Yorktown, Baltiman
and points North.
6:60 P. M.—(Hon-Air Accommodation—daity, except Sunday)—for the
field.
4:30 A. M.—(Cork-River Freight for
Twenty-fourth-Street dependaily, except Sunday)
West Point.
8:15 P. M.—(York-River Freight for
Twenty-fourth-Street dependaily, except Sanday)
West Point.
ARRIVE AT RICHMOND.
ARRIVE AT RICHMOND.

TICKETS: RICHMOND OR NORFOLK TO WAVERLY, \$1.50.

CHEAPEST ROUTE.
RATES MICH LESS THAN HALF
CHARGED BY ANY OTHER ROUTE,
FARE TO NORFOLK, 51-NO LIMIT,
WAY-LANDING FARES from 25c, to \$1.
Second-class tekets still lower,
ELEGANT MEALS ON EUROPEAN
PLAN,

PLAN,

The elegantly rebuilt and fast steamer ARIFL.

(carrying United States Mail.)

Z. C. GIFFORD. Commander,
leaves Richmond every

MONDAY, WEDNESDAY, AND FRIDAY
at 7A. M. (STREET-CARS CONNECT IN

FULL TIME) for above-named places arriving at Norfolk at 5 o clock P. M. Returning, the steamer leaves Norfolk, Portsmouth, and Newport's News on alternate days, arriving at Richmond about 4 P. M.

Through tickets on sale on steamer and at Garber's Agency, 1000 Main street, Bagguse checked through.

STATE-ROOMS ENGAGED FOR DAY

OR NIGHT.

ROAD TIME-TABLE.
Commencing SUNDAY, February 1, 1885, trains on this road will run as 60 FREIGHT.
Freight received daily for Norfolk, Portsmouth, Smithfield, Hampton, and Waverly; Washington, D. C., Newbern, Washington, and Tarboro, N. C., and all points in Eastern North Carolina; also, for Eastern Shore of Vinginia, and all regular landings on James river, at LOWEST RATES, and through bills issued. lows: Leave Arrive

6. †7:10 A.M. 9:30 A.M. Mixed tests 34. *10:20 A.M. 11:20 A.M. Accom of at 48. *10:49 A.M. 11:35 A.M. Through free 40. *2:48 F.M. 3:29 F.M. Fast Mail 36. †6:00 F.M. 7:05 F.M. Accom of at 42. †9:40 P.M. 10:95 F.M. Through trac

TRAINS NORTHWARD

and betth, 510; found-fip fleads, 245; steerage, with subsistence, 27; without subsistence, 26.

Freight forwarded and through bills of lading basied for points beyond New York.

Freight forwarded and through bills of lading basied for points beyond New York.

Freight freelyed daily stall 5 P. M.

Manifest closed on sailing-days one hour before departure.

Passengers leaving Richmond by the Chesapeake and Ohio railway at 8220 A. M. on Monthalys, Toleshays, Webnesolays.

Nos. 40, 43, and 45 make no stops, via 28 tops and 10 make no stops, via 28 tops and 10 make no stops, via 42 stops and 45 make no stops

Nos 34 and 35 make close connection to and from Farmville Lynchburg and south-western points, and way-stations on the Norfolk and Western railroad. The connection from Elektrond to Norfolk will be by No. 34.

L. R. KENLY.

Superintendent of Transportation.

T. M. EMERSON, General Passenger Agent, ia 28

FOR BALTIMORE.

POWHATAN LINE—DIRECT STEAMER.
Until forther notice the ALDIANCE will sail every SATE RDAY at 12 M. from POWHATAN DOCK, at Twenty-fourth and Dock streets, direct for Baltimore.

Through bills of lading signed and goods forwarded with dispatch to joints North and West, Freight received daily until 5 P. M.

For further information, apply to

C. W. SMITH. General Manager. de 3 RICHMOND AND ALLEGHANY

THREE DAILY TRAINS (EXCEPT SEN-RICHMOND AND LYNCHBURG.

| Leave | Richmold | Sego A M | Sego P M | 6:40 P M | Arrive | Arrive | Sego A M | Sego P M | 6:40 P M | Arrive | Lynchbir | 2:40 P M | 19:00 P M | 8:30 A 8 | Lexing B | 6:15 P M | 7:00 P M | Cliftons e | 6:35 P M | 7:00 P M | Richmold | Rich ARRIVE RICHMOND.

General Passenger and Express Agent, [de 27]

9:30 P. M., arrives at Byrd-Street station daily (except Sundays). Sleeper from Washington to Jacksou-ville. ASHLAND TRAINS, DAILY EXCEPT SUNDAYS:

4:00 P. M. accommodation, leaves Broad-Street station; arrives at Ash-iand at 5 P. M. 6:04 P. M., leaves Eiba; arrives at Ash-land at 6:44 P. M. 7:50 A. M., arrives at Eiba; leaves Ash-land at 6:43 A. M. 8:55 A. M., accommodation, tropped as a

FOR SALE, A FINE KENTUCKY BOOK AND JOB WORK NEATLY EXECUTED

daily, except Saturday For West Point.

ARRIVE AT RICHMOND.

7:00 A. M.—From Atlanta, Goodshoro' ria, leigh, and intermediate points (daily).

8:41 A. M.—From Coalfield and Bon Ar (daily).

10:30 A. M.—From West Point (daily, except Sunday).

10:30 A. M.—From West Point (daily, except Sunday).

10:30 A. M.—From West Point (daily, except Sunday)—Baltimore, Youk, town, and Claybank Theselays Thursdays, and Saturdays.

4:58 P. M.—From all local stations Atlanta New Orleans, and Southwest (daily).

1:28 P. M. Freights (daily, except Sunsello, Charles, 1000 Main street 2-1 at the Richmond and Danville Railroad depot, Virginia Street.

M. SLACGHTER.

General Passenger Agent.

Sol., HAAS, Traffle Mannager.

A. L. RIVES, General Manager.

A TLANTIC COAST LINE. RICHMOND AND PETERSBURG RANG.

through bills issued.

I. B. TATUM, Superintendent,
oc 1 No. 1109 Main street and Rocketts.

OLD DOMINION STEAM-

Steamers leave Richmond EVERY TUES-DAY, FRIDAY, and SUNDAY. Steamers leave New York for Richmond EVERY TUESDAY, THURSDAY, and SATURDAY at 3 P. M.
Passenger accommodations unsurpassed. Cabin fare to New York (including meals and berth), \$10; round-trip tickets, \$18; steerage, with subsistence, \$7; without sub-sistence, \$6. 43, *4:56 A, M. 5:48 A, M. Fast Mail, 33, *8:10 A, M. 9:10 A, M. Account ods 45, *99:50 A, M. 10:55 A, M. Throu h to 35, *11:45 A, M. 12:45 P, M. Account ods 47, *59:15 P, M. 6:12 P, M. Throu h to 9, *12:35 P, M. 7 is P, M. Mixed true

I.EAVE. ARRIVE.
Richm'd, 110/20 Å.M. | Norfolk. 2/35 P. M. Norfolk. + 8/85 Å.M. | Richm'd, 12/43 P. M. Norfolk. + 12/25 P. M. | Richm'd. 6/12 P. M.

BETWEEN RICHMOND AND HOME-WOOD (Hog Island)

8:25 P. M. For Louisville and Cincinnat, connecting for all points West, Northwest, and Southwest, Fast express daily. Does not step to: boal business. Pullman steep-age-cars Richmond to Cincin-nati and Washington and Char-lottesy ille to Louisville.

ARRIVE RICHMOND.

8:50 A. M. From Charlotteaville, except Sunday.

11:35 A. M. From Charlotteaville, except Sunday.

11:35 A. M. From Norfolk, Old Foint, and Newport's News except Sanday.

8:25 P. M. From Louisville, Chrestomatt and all local points, except Sanday.

6:15 P. M. From Norfolk, Old Point, and Newport's News. Daily except Sanday.

9:15 P. M. From Louisville and Cincinuari. Fast line daily.

Depot: Seventeenth and Broad streets.
Ticket-offices: 10:00 Mainstreet and Chesapeake and Ohio Rainway depot.

H. W. FULLER.

General Passenger Agent.

L. W. BILLUPS & SON.
FURNISHING UNDERTAKERS.

1506 EAST MAIN STIERT (under St. Charles
HOTELL CONVEYANCES furnished at all
hours. Telegraph orders attended to day or
night.

T. CHRISTIAN.
FURNISHING

Through Account Night
Mail modation, Express
*No. 1. *No. 3. *No. 9. FURNISHING UDERTAKER. No. 1215 EAST BROAD STREEF.
EICHMOND, VA...
inas a large assortment of Wood and ME-TALLIC CASES. CASKETS. SHROUDS, CLOTH CASKETS. See, at low prices. Country and telegraph orders promptly at-tended to day or night.

FURNISHING

FURNISHING

CORNER FIRST AND BROAD STREEDS,

RICHMOND, V.

WOOD and METALLIC BURIAL-CASES,

ROBES, HEARSE, HACKS, and all things
requisite, at lowest rates.

Telegraphic and country orders solicited,

ap 22-cod 9:15 P. M. MAIL daily (except sunday.) 10:00 A. M. ACCOMMODATION daily (ex-

10:00 A. M. ACCOMMICOATION daily (except Sunday).

7:15 A. M. NIGHT ENPRESS daily (except Monday).

CONNECTIONS.

At Richmond with associated railways and Richmond Fredericksburg and Potomac railroad; at Lynchburg with Virginia Midland railway and Norfolk and Western railroad; at Clifton Forge with Chesapeake and Ohio railway; at Lexington with dailtimore and Ohio railroad.

Nicepting-car attacked to Night Express to Lynchburg.

Trains marked * daily (except Sunday.)
Tickets sold to all points. Offices: 1206 east Main street, 1000 Main, and at Richmond and Alleghany depot. Eighth and Canal streets.

J. R. MACMICHO.

General Passenger and Express Agent. FOREIGN EXCHANGE BOUGHT AND SOLD.

SAFE-DEPOSIT BOXES in fire-proof vault TO RENT on favorable terms.

ELEGANT OFFICES, fitted up with steam, water, and gas, suitable for lawyers and other professions. TO RENT on favorable terms. JOHN F. GLENN, Cashler, JOHN P. BEANCH, President. Ja 27-1m

RICHMOND. FREDERICKSBURG
ule compacting November 2:
6:00 A. M., leaves Byrd-Street station
daily; stops only at Ashland,
Junction, Millord, and Fredericksburg. Sleeper from Jacksonville to Washington.
11:07 A. M., leaves Byrd-Street station daily;
except sundays). Sleeper from Charleston to Washington.
6:32 P. M., leaves Hyrd-Street station daily.
Sleeper from Jacksonville to
New York.
10:29 A. M., arrives at Byrd-Street station
daily. Sleeper from New York
to Jacksonville.
2:39 P. M., arrives at Byrd-Street station
daily; stops at Fredericksburg.
Millord, and Junction. Sleeper
from Washington to Charleston.
9:30 P. M., arrives at Byrd-Street station
daily; stops at Fredericksburg.
Millord, and Junction. Sleeper
from Washington to Charleston.

FOR RENT, THE TWO-STORY
DETACHED BRICK DWELLING
No. 403 east Clay street; all modern conveniences, range, not and cold water, bath,
Lairobe heater; and the house will be put
in perfect order. Immediate possession, inquire at 404 east Clay street.

fe 6
F. LEIBERMUTH. For RENT, FRAME DWELLING No. 724 sonth Pine street, containing five rooms besides kitchen, Rant,
only \$10 per month. Apply to
JOHN T. GODDIN.
Real Estate Agent.
Eank and Eleventh streets,
fe 17-codst

land at 6:43 A. M.
economic dation, arrives at Broad-Street station; leaves Ashland at 8 A. M.
5:59 P. M., arrives at Elba; leaves Ashland at 5:12 P. M.
C. A. TAYLOR, General Ticket Agent, E. T. D. Myers, General Superintendent.